


Council of the District of Columbia
Committee on Transportation and the Environment

Committee Report

1350 Pennsylvania Avenue, N.W., Washington, DC 20004

To: Members of the Council of the District of Columbia

From: Mary M. Cheh, Chairperson
Committee on the Transportation and the Environment 

Date: November 17, 2022

Subject: B24-1029, the “Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022”

The Committee on Transportation and the Environment, to which B24-1029, the “Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022” was referred, reports favorably on the legislation, and recommends approval by the Council of the District of Columbia.

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STATEMENT OF PURPOSE AND EFFECT

Bill 24-1029, the “Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022” was introduced on September 28, 2022, by Councilmember Cheh. This bill expands the uses of the Vision Zero Enhancement Omnibus Amendment Act Implementation Fund (“Fund”) to ensure that funding of traffic safety legislation that the Council has recently passed or is currently considering is an eligible use of amounts in the Fund.

I. Background

In 2020, the Council passed B23-288, the Vision Zero Enhancement Omnibus Amendment Act of 2020.” That law, which includes significant investments in traffic safety programs, has a fiscal impact of \$41.7 million in the first fiscal year of implementation and \$171.48 million over the four-year financial plan. In the budget the following year, the Mayor did not allocate any funds toward implementing the law. And given the significant price tag, the Council was unable to identify sufficient funds for its implementation. In the Fiscal Year 2022 Budget Support Act, the Committee recommended, and the Council approved a subtitle that dedicates revenue from new automated traffic enforcement (“ATE”) cameras to a special purpose fund: the Vision Zero Enhancement Omnibus Implementation Fund (“Fund”). Moneys in that fund are eligible solely to fund implementation of the Vision Zero law. At that time, the District had 128 existing ATE cameras in operation with a projected revenue of \$98.78 million in FY 2022. The Mayor and the Council funded an additional 129 new ATE cameras in the FY 2022 budget; the revenue from those cameras (and any other, new cameras funded in a later budget) would be collected in the Fund. Since the particular revenue collected by those new cameras was uncertain, given camera revenue is variable based on time of installation, location, and driver behaviors, the Mayor was unable to recognize projected revenue from those new cameras at that time, meaning that revenue was not budgeted in the FY 2022 budget. Thus, the Council was able to dedicate those revenues—specifically, amounts above the current cameras’ revenue of \$98.78 million—to the Fund.

Unfortunately, the District Department of Transportation (“DDOT”) is still working to finalize the contracting and installation of the cameras funded in FY 2022. The Committee has learned that a bidder appealed the award of the contract to lease those cameras, causing an extensive delay. DDOT has indicated that the appeals process, and execution of the resultant contract should be completed by January 2023, at which point DDOT can begin deploying the new cameras—and, consequently, revenue will flow into the Fund.

Of note, in addition to the slate of new cameras funded in the FY 2022 budget, the Mayor and the Council funded an additional 266 cameras in the FY 2023 budget; thus, the current plans at DDOT are to install 395 new cameras (more than triple the current number of cameras in operation). When completed, this installation will almost certainly lead to a significant growth in ATE camera revenue, the vast majority of which will flow into the Fund.

While the Committee does not support using cameras specifically to generate revenue, an effective ATE camera system that improves traffic safety will collect significant funds. The

Committee supports putting those dollars toward traffic safety efforts, especially given the direct nexus between the source of the revenues—ATE camera fines intended to discourage speeding and other dangerous driver behavior— and traffic safety. And, as the Mayor has not shown an interest in funding the significant traffic safety legislation passed by Council in recent years, the Council must use the tools available to identify and dedicate funding to move forward the Council’s Vision Zero priorities. The upcoming increase in ATE revenue is an appropriate source for those funds.

Since the creation of the fund in the FY 2022 Budget Support Act, the Council has continued to move several critical pieces of traffic safety legislation; it is essential that the Council act now to ensure that available ATE camera revenues can be put toward funding those bills, given the Mayor’s signals that she will not fund Council traffic safety legislation herself. The Fund provides an immediate opportunity for the Council to dedicate revenue toward funding these bills, facilitating their funding and implementation as part of the FY 2024 budget. Thus, B24-1029 as introduced added two bills to the eligible uses of the Fund. First, the bill adds B24-673, the Safer Streets Amendment Act of 2022, which passed final reading on Oct 4, 2022, and is currently under congressional review. B24-673 prohibits motor vehicles from turning against a red traffic signal, except where DDOT allows it; allows bicycle, scooter and other riders to proceed through stop signs without coming to a complete stop when safe to do so; and requires DDOT to update its Design and Engineering Manual every five years to standardize several types of safety infrastructure; and to conduct annual planning for the upgrading of tactical safety projects and bike lanes. The sections of this bill which are subject to appropriations have a cost of \$1.46 million in FY 2023 and \$3.4 million over the four-year financial plan.

B24-1029 as introduced also adds implementation of B24-66, the Safe Streets for Students Amendment Act of 2022 as an eligible use of dollars in the Fund. B24-66 is an omnibus bill that codifies both the Safe Routes to School Program at DDOT and the Safe Passage Program at the Deputy Mayor of Education (“DME”). It will require a school safety master plan every five years, the installation of traffic safety infrastructure and other requirements that relate to traffic and student safety. That bill was moved by the Committee on October 20, 2022 and is still under consideration by the Council. It was sequentially referred to the Committee of the Whole, and the Committee anticipates that Committee will move the legislation before the end of Council Period 24. At the time the bill’s markup by this Committee, the Office of Revenue Analysis (“ORA”) projected a cost of \$3.37 million in the first fiscal year and \$148.8 million over the four-year plan, However, the Committee anticipates this cost will be meaningfully reduced when the final FIS is prepared for the COW, based on anticipated amendments to the bill’s language and other clarifications provided by the Committee to ORA.

Finally, since some of the provisions of the Vision Zero Enhancement Omnibus are now unnecessary, B24-1029 removes those sections from the Fund. Specifically, the print strikes reference to funding section 8(d) of that bill, which requires DDOT to install no turn on red signs near schools and other locations, as that language was superseded by the more expansive no turn on red policy in the Safer Streets Amendment Act of 2022. The bill also strikes reference to funding section 9, which required that the Department of Motor Vehicles (“DMV”) set up an ATE warning system to alert drivers who exceed the speed limit by more than 8 mph but less than the 11 mph which would trigger a citation. ORA estimates that that program would cost tens of millions of

dollars to implement, due to the incredibly high volume of warning tickets that would need to be issued. Although such a warning system could prompt some drivers to reduce their speeds, the Committee has concerns that prioritizing that program over more impactful policies would not best serve our Vision Zero and traffic safety goals. Of note, striking this language does not mean that this provision is repealed or cannot be funded; the Council can certainly act to fund this provision in the budget, but the limited ATE revenue in the Fund will be dedicated to funding other provisions of the Vision Zero law and other traffic safety legislation.

II. Legislative Action

The Committee held a hearing on B24-1029 on October 28, 2022. The Committee received minimal feedback, and no public witnesses testified on this bill. At the hearing, the Committee received testimony from the Executive in general support of the bill. The only substantive change in the Committee Print from the introduced version is as follows:

The Committee Print de-prioritizes funding section 2g “School bus ATE cameras” within section 2(b) of the Safe Streets for Students Amendment Act of 2022. This provision requires all school buses to be equipped with an ATE camera to enforce no-passing rules. However, this provision will cost \$67.3 million over the four-year financial plan and more than \$33.9 million annually once fully implemented in FY 2026. The Committee supports this investment, but given the significant price tag, does not want to delay implementation of the other important but more cost-affordable provisions in the bill for this particular section to be funded. Implementation of this section of B24-66 is still an eligible use of Fund dollars in the print, but has been broken out from the remainder of that bill’s language to be of a lower priority for funding.

CHRONOLOGY OF ACTION

September 28, 2022	Introduction of B24-1029 by Councilmember Cheh
October 4, 2022	Referral of B24-1029 to the Committee on Transportation and the Environment
October 7, 2022	Notice of Intent to Act on B24-1029 Published in the <i>District of Columbia Register</i>
October 7, 2022	Notice of a public hearing on B24-1029 published in the <i>District of Columbia Register</i>
October 28, 2022	Public Hearing on B24-1029 held by Committee on Transportation and the Environment
November 11, 2022	Hearing record on B24-1029 is closed
November 17, 2022	Consideration and vote on B24-1029 by Committee on Transportation and the Environment

POSITION OF THE EXECUTIVE

On October 28, 2022, Deputy Director Sharon Kershbaum of the District Department of Transportation testified on behalf of the Executive on B24-1029. Deputy Director Kershbaum testified that DDOT supports the use of ATE revenue for Vision Zero initiatives; the agency, however, urges more flexibility for the use of such funds as safety priorities may evolve.

RECOMMENDATIONS BY ADVISORY NEIGHBORHOOD COMMISSIONS

The Committee did not receive any resolutions on B24-1029 from Advisory Neighborhood Commissions (ANCs).

LIST OF WITNESSES AND HEARING RECORD

On October 28, 2022, the Committee on Transportation and the Environment held a public hearing on B24-1029, the “Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022.” A video recording of the hearing can be viewed online at oct.dc.gov. The hearing record was open until November 11, 2022. No members of the public testified on this bill.

ANALYSIS OF IMPACT ON EXISTING LAW

The bill amends the Department of Transportation Establishment Act of 2002, to specify how the funds in the Vision Zero Enhancement Omnibus Implementation Fund shall be used.

SUMMARY OF FISCAL IMPACT

A fiscal impact statement issued by the Chief Financial Officer on November 16, 2022 is attached to this report. The Chief Financial Officer concluded that funds are sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill.

SUMMARY OF RACIAL EQUITY IMPACT

A racial equity impact analysis for Bill 24-1029 was issued by the Council Office of Racial Equity on November 17, 2022, and is attached to this report. Due to the volume of legislation under review by the office at the time of the bill’s markup, the racial equity impact analysis issued was limited in its scope and did not definitively conclude what if any effect the bill would have on black, indigenous, or other persons of color in the District. The Council Office of Racial Equity later issued a comprehensive racial equity impact analysis, which can be accessed at <https://www.dcraciaequity.org/reia-database>.

SECTION-BY-SECTION ANALYSIS

Section 1 provides a short title.

Section 2 amends the Department of Transportation Establishment Act of 2002 to specify that the Vision Zero Enhancement Omnibus Implementation Fund shall provide funding to legislation in the following order: first, sections 3, 4, 5, 7, 8(a), (b), (c), and (e), and 12 of the Vision Zero Enhancement Omnibus Amendment Act of 2020, then the Safer Streets Amendment Act of 2022, then sections 2, 2a, 2b, 2c, 2d, 2e, 2f, 2h, 2i, 2j, 2k, and 2l within section 2 of the Safe Streets for Students Amendment Act of 2022, then section 2g within section 2(b) of the Safe Streets for Students Amendment Act of 2022.

Section 3 contains the applicability statement

Section 4 contains the fiscal impact statement.

Section 5 contains the effective date.

COMMITTEE ACTION

On November 17, 2022, the Committee on Transportation and the Environment held an Additional Meeting to consider Bill 24-1029, the “Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022.” Present and voting were Chairperson Mary M. Cheh and Councilmembers Henderson and Lewis George. Chairperson Cheh gave a brief opening statement that explained the bill and asked if there was further discussion. Councilmember Lewis George thanked Chair Cheh and her staff for their work on the bill.

Chairperson Cheh then moved for approval of the Committee Print and Committee Report of Bill 24-1029. The Committee voted 3 - 0 to approve the Committee Print and Committee Report with the members voting as follows:

YES: Cheh, Henderson, Lewis George

NO: 0

PRESENT: 0

ATTACHMENTS

- (A) Bill 24-1029, as introduced, with the Referral Memo
- (B) Fiscal Impact Statement
- (C) Racial Equity Impact Analysis
- (D) Legal Sufficiency Determination
- (E) Comparative Print of Bill 24-1029
- (F) Committee Print of Bill 24-1029

ATTACHMENT

A


Councilmember Mary M. Cheh

A BILL

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To amend the Department of Transportation Establishment Act of 2002, to specify how the funds in the Vision Zero Enhancement Omnibus Implementation Fund shall be used.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the “Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022”.

Sec. 2. The Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code § 50-921.01 et seq.), is amended as follows:

Subsection (c) of D.C. Official Code § 50–921.25 is amended to read as follows:

“(c)(1) Money in the Fund shall be used according to the following order of priority:

“(A) To implement sections 3, 4, 5, 7, 8(a), 8(b), 8(c), 8(e), and 12 of the Vision Zero Enhancement Omnibus Amendment Act of 2020, effective December 23, 2020 (D.C. Law 23-158; 67 DCR 13057) including to pay recurring costs;

“(B) To implement the Safer Streets Amendment Act of 2022, as introduced February 18, 2022 (Bill 24-673) including to pay recurring costs;

“(C) To implement the School and Student Safety Amendment Act of 2022, as introduced February 4, 2021 (Bill 24-66) including to pay recurring costs;

32 “(D) To enhance the safety and quality of pedestrian and bicycle
33 transportation, including education, engineering, and enforcement efforts designed to calm traffic
34 and provide safe routes.

35 “(2) The Director is authorized to enter into intra-District transfers from the Fund
36 and other agreements as necessary to implement provisions of this Act.”

37 Sec. 3. Applicability

38 (a) This act shall apply upon the date of inclusion of its fiscal effect in an approved
39 budget and financial plan.

40 (b) The Chief Financial Officer shall certify the date of the inclusion of the fiscal effect in
41 an approved budget and financial plan and provide notice to the Budget Director of the Council
42 of the certification.

43 (c)(1) The Budget Director shall cause the notice of the certification to be published in
44 the District of Columbia Register.

45 (2) The date of publication of the notice of the certification shall not affect the
46 applicability of this act.

47 Sec. 4. Fiscal impact statement.

48 The Council adopts the fiscal impact statement in the committee report as the fiscal
49 impact statement required by section 4a of the General Legislative Procedures Act of 1975,
50 approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

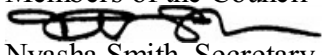
51 Sec. 5. Effective date.

52 This act shall take effect following approval by the Mayor (or in the event of veto by the
53 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
54 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December

55 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
56 Columbia Register.

COUNCIL OF THE DISTRICT OF COLUMBIA
1350 Pennsylvania Avenue, N.W.
Washington D.C. 20004

Memorandum

To : Members of the Council
From :  Nyasha Smith, Secretary to the Council
Date : Monday, October 3, 2022
Subject : Referral of Proposed Legislation

Notice is given that the attached proposed legislation was introduced in the Office of the Secretary on Wednesday, September 28, 2022. Copies are available in Room 10, the Legislative Services Division.

TITLE: "Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022", B24-1029

INTRODUCED BY: Councilmember Cheh

The Chairman is referring this legislation to the Committee on Transportation and the Environment.

Attachment
cc: General Counsel
Budget Director
Legislative Services

ATTACHMENT

B

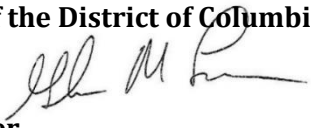
Government of the District of Columbia
Office of the Chief Financial Officer



Glen Lee
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Glen Lee
Chief Financial Officer 

DATE: November 16, 2022

SUBJECT: Fiscal Impact Statement – Automated Traffic Enforcement System
Revenue Designation Amendment Act of 2022

REFERENCE: Bill 24-1029, Draft Committee Print as provided to the Office of
Revenue Analysis on November 16, 2022

Conclusion

Funds are sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill.

Background

In fiscal year 2022, the Council established the Vision Zero Enhancement Omnibus Amendment Act¹ (Act) Implementation Fund (Fund)² to support implementation of the Act. The Fund annually receives any automated traffic enforcement (ATE) revenues that exceed \$98,757,000 and dedicates them to first implementing the unfunded provisions of the Act and then to other pedestrian and bicycle safety improvements.

The bill expands the allowable uses of the Fund to include the unfunded provisions of two street safety-related legislative items approved in calendar year 2022. After funding the Act, the bill sets as the second priority for funding the unfunded provisions of the Safer Streets Amendment Act³ (Safer Streets Act). The Safer Streets Act banned vehicles from turning right at a steady red traffic signal, required the District Department of Transportation (DDOT) to convert tactical safety projects into

¹ Effective December 23, 2020 (D.C. Law 23-158; 68 DCR 732).

² ATE System Revenue Designation Amendment Act of 2021, effective November 13, 2021 (D.C. Law 24-45; D.C. Official Code § 50-921.25).

³ Enacted November 1, 2022 (D.C. Act 24-623; 69 DCR 14004).

permanent streetscapes, and required DDOT to update its design manuals to improve intersection safety. The bill sets as the third priority for funding the unfunded provisions of the Safe Streets for Students Amendment Act⁴ (Safe Streets for Students Act) except the provisions related to installing ATE cameras on school busses,⁵ which the bill sets as the fourth priority for funding. The Safe Streets for Students Act codified existing safe passage programs and made several enhancements to school zones around infrastructure, crossing guards, and safety evaluations. The bill maintains as the final priority for funding from the Fund other pedestrian or bicycle transportation safety education or improvements.

Financial Plan Impact

Funds are sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill. There are no costs associated with expanding the allowable uses of the fund to include the Safer Streets Act and the Safe Streets for Students Act. The Fund will receive resources when ATE revenues exceed \$98,757,000 and DDOT can use the funds according to the bill's priority use order. Each of the acts that are allowable expenditures of the Fund contain provisions which are subject to their inclusion in an approved budget and financial plan and the bill will not change those budgetary requirements until the Fund has sufficient certified revenues.

⁴ Approved in markup by the Committee on Transportation and the Environment on October 20, 2022 (Bill 24-66).

⁵ Amendatory section 2G of the Safe Streets for Students Act.

ATTACHMENT

C



November 17, 2022

The racial equity impact assessments for the following bills are not included in this document.

Human Services

B24-0857, the “Preserving Our Kids’ Equity Through Trusts (POKETT) Amendment Act of 2022”

Government Operations and Facilities

B24-0446, the “Attorney General Civil Rights Enforcement Clarification Amendment Act of 2022”

B24-0129, the “Inspector General Enhancement Amendment Act of 2022”

Business and Economic Development

B24-0466, the “St Elizabeths East Parcel 13 Surplus Declaration and Disposition Approval Act of 2021”

B24-0953, the “Malcolm X Surplus Declaration and Disposition Approval Act of 2022”

B24-0997, the “Hill East Phase II Bundle 1 Surplus Declaration and Disposition Approval Act of 2022”

B24-1033, the “Hill East Phase II Bundle 2 Surplus Declaration and Disposition Approval Act of 2022”

B24-0712, the “Domestic Worker Employment Rights Amendment Act of 2022”

Transportation and Environment

B24-0932, the “Wastewater System Regulation Amendment Act of 2022”

B24-1000, the “Battery Stewardship Program Amendment Act of 2022”

B24-1029, the “Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022”

We, the Council Office of Racial Equity, commit to publishing the completed racial equity impact assessments (REIAs) by the bills’ final readings. Like all completed REIAs, the published assessments will be available on [our website](#) as part of [our REIA database](#).

Until that time, this document will serve as a placeholder to satisfy the [Council Period 24 Rules](#) and not block the bills’ consideration in the legislative process.

Given the volume of legislation being moved, we require more time to conduct our assessment of how these bills will impact Black residents, Indigenous residents, and other residents of color in the District of Columbia.

Once we have had adequate time with the bills named above to apply the diligence and rigor that a racial equity impact assessment requires, we will publish our completed REIAs.

Namita Mody
Director, Council Office of Racial Equity

ATTACHMENT

D



OFFICE OF THE GENERAL COUNSEL

Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 4
Washington, DC 20004
(202) 724-8026

MEMORANDUM

TO: Councilmember Mary Cheh

FROM: Nicole L. Streeter, General Counsel *NLS*

DATE: November 15, 2022

**RE: Legal sufficiency determination for Bill 24-1029, the
Automated Traffic Enforcement System Revenue
Designation Amendment Act of 2022**

The measure is legally and technically sufficient for Council consideration.

The bill would amend the Department of Transportation Establishment Act of 2002 to specify how the funds in the Vision Zero Enhancement Omnibus Amendment Act Implementation Fund shall be used.

I am available if you have any questions.

ATTACHMENT

E

**Comparative Print B24-1029 the Automated Traffic Enforcement System Revenue
Designation Amendment Act of 2022
Committee on Transportation and the Environment
November 17, 2022**

Sec. 2.

§ 50–921.25. ATE system revenue designation.

(a) There is established as a special fund, the Vision Zero Enhancement Omnibus Amendment Act Implementation Fund ("Fund"), which shall be administered by the Director of the District Department of Transportation ("Director") in accordance with subsections (c) and (d) of this section.

(b) There shall be deposited in the Fund the amount by which the projected local funds revenue from fines generated from the automated traffic enforcement system, authorized by § 50-2209.01, for that fiscal year exceeds \$98,757,000.

(c)(1) Money in the Fund shall be used according to the following order of priority:

(A) To implement sections 3, 4, 5, 7, 8(a), (b), (c), and (e), and 12 of the Vision Zero Enhancement Omnibus Amendment Act of 2020, effective December 23, 2020 (D.C. Law 23-158; 67 DCR 13057), including to pay recurring costs;

(B) To implement the Safer Streets Amendment Act of 2022, enacted on November 1, 2022 (Enrolled version of Bill 24-673), including to pay recurring costs;

(C) To implement the amendatory sections 2, 2a, 2b, 2c, 2d, 2e, 2f, 2h, 2i, 2j, 2k, and 2l within section 2 of the Safe Streets for Students Amendment Act of 2022, as approved by the Committee on Transportation and the Environment on October 20, 2022 (Committee Print Bill 24-66), including to pay recurring costs;

(D) To implement the amendatory section Section 2g within section 2(b) of the Safe Streets for Students Amendment Act of 2022, as passed by the Committee on Transportation and the Environment on October 20, 2022 (Committee Print of Bill 24-66), including to pay recurring costs; and

(BE) To enhance the safety and quality of pedestrian and bicycle transportation, including education, engineering, and enforcement efforts designed to calm traffic and provide safe routes.

(2) The Director is authorized to enter into intra-District transfers from the Fund and other agreements as necessary to implement provisions of ~~the Vision Zero Enhancement Omnibus Amendment Act of 2020, effective December 23, 2020 (D.C. Law 23-158; 67 DCR 13057)~~ the Automated Traffic Enforcement System Revenue Designation Amendment Act of 2022, as approved by the Committee on Transportation and the Environment on November 17, 2022 (Committee Print of Bill 24-1029).

(d)(1) The money deposited into the Fund shall not revert to the unassigned fund balance of the General Fund of the District of Columbia at the end of a fiscal year, or at any other time.

(2) Subject to authorization in an approved budget and financial plan, any funds appropriated in the Fund shall be continually available without regard to fiscal year limitation.

ATTACHMENT

F

1 **Committee Print B24-1029 the Automated Traffic Enforcement System Revenue**
2 **Designation Amendment Act of 2022**
3 **Committee on Transportation and the Environment**
4 **November 17, 2022**
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6

7 A BILL
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12 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
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17 To amend the Department of Transportation Establishment Act of 2002 to specify how the funds
18 in the Vision Zero Enhancement Omnibus Amendment Act Implementation Fund shall be
19 used.
20

21 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
22 act may be cited as the “Automated Traffic Enforcement System Revenue Designation
23 Amendment Act of 2022”.

24 Sec. 2. Section 9q(c) of the Department of Transportation Establishment Act of 2002,
25 effective November 13, 2021 (D.C. Law 24-45; D.C. Official Code § 50-921.25(c)), is amended
26 to read as follows:

27 “(c)(1) Money in the Fund shall be used according to the following order of priority:

28 “(A) To implement sections 3, 4, 5, 7, 8(a), (b), (c), and (e), and 12 of the
29 Vision Zero Enhancement Omnibus Amendment Act of 2020, effective December 23, 2020,
30 (D.C. Law 23-158; 67 DCR 13057), including to pay recurring costs;

31 “(B) To implement the Safer Streets Amendment Act of 2022, enacted on
32 November 1, 2022 (Enrolled version of Bill 24-673), including to pay recurring costs;

33 “(C) To implement the amendatory sections 2, 2a, 2b, 2c, 2d, 2e, 2f, 2h,
34 2i, 2j, 2k, and 2l within section 2 of the Safe Streets for Students Amendment Act of 2022, as

approved by the Committee on Transportation and the Environment on October 20, 2022
(Committee print of Bill 24-66), including to pay recurring costs;

“(D) To implement the amendatory section 2g within section 2(b) of the
Safe Streets for Students Amendment Act of 2022, as passed by the Committee on
Transportation and the Environment on October 20, 2022 (Committee print of Bill 24-66),
including to pay recurring costs; and

“(E) To enhance the safety and quality of pedestrian and bicycle
transportation, including education, engineering, and enforcement efforts designed to calm traffic
and provide safe routes.

“(2) The Director is authorized to enter into intra-District transfers from the Fund
and other agreements as necessary to implement provisions of the Automated Traffic
Enforcement System Revenue Designation Amendment Act of 2022, as approved by the
Committee on Transportation and the Environment on November 17, 2022 (Committee Print of
Bill 24-1029).”.

Sec. 3. Applicability.

(a) This act shall apply upon the date of inclusion of its fiscal effect in an approved
budget and financial plan.

(b) The Chief Financial Officer shall certify the date of the inclusion of the fiscal effect in
an approved budget and financial plan and provide notice to the Budget Director of the Council
of the certification.

(c)(1) The Budget Director shall cause the notice of the certification to be published in
the District of Columbia Register.

57 (2) The date of publication of the notice of the certification shall not affect the
58 applicability of this act.

59 Sec. 4. Fiscal impact statement.

60 The Council adopts the fiscal impact statement in the committee report as the fiscal
61 impact statement required by section 4a of the General Legislative Procedures Act of 1975,
62 approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

63 Sec. 5. Effective date.

64 This act shall take effect following approval by the Mayor (or in the event of veto by the
65 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
66 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
67 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
68 Columbia Register.